

## **Comments and Questions Regarding Braddock Road Multimodal Study Outline**

Ramifications of the multimodal study contemplated by Fairfax County and resultant design, construction, and utilization of the “improved” Braddock Road corridor will be significant. Impacts upon daily WMA commuter lives, the surrounding environment, and the corridor’s real estate values and retail establishments could be significantly positive or negative. A comprehensive Environmental Impact Statement (EIS) should be prepared in order to maximize the potential for an overall positive outcome and minimize negative impacts (all transportation projects of this magnitude have associated detrimental impacts).

The EIS should be prepared by a firm independent of the firm(s) selected to conduct the study’s individual transportation components. Preparation by an independent third party will guarantee elimination of any biases on the part of the designer, builder, and even of the governmental agencies. Additionally the EIS preparation and review process should include multiple public meetings to ensure adequate participation of affected residents, sufficient protection of the environment, and completion of the best possible Braddock Road widening/improvement program.

The Townes of Wakefield HOA is pleased to have this opportunity to submit the specific comments and questions enumerated below for the County’s review.

1. The number of east bound trips during the 6-9 AM rush hour and west bound trips during the 3:30 – 7:00 PM rush hour are as important as the daily trips experienced in the Braddock Road corridor
2. The study should include AM northbound and PM southbound trips on Wakefield Chapel Road and predictions of volume reductions/increases created by the various build out alternatives. The volume on this feeder road has increased dramatically in the last few years due to higher attendance at the NOVA Community College and to commuters avoiding the daily bottlenecks occurring from Port Royal Road to Wakefield Chapel Road and further west during the AM rush hour. The number of accidents at this intersection have also increased during the same time period
3. Any improvements made in the vicinity of the Braddock Road/Wakefield Chapel Road intersection should address Townes of Wakefield residents’ ability to exit the development during the AM and PM rush hours. Increased traffic volumes, poor sight lines, and the proximity of Stahlway Lane (entranceway) to Braddock Road have made it much more difficult for residents to exit the development. Similarly the safety of pedestrians crossing Braddock Road must be considered.
4. The study should include installation of a sidewalk on the eastern ROW of Wakefield Chapel Road to the northern ROW of Braddock Road to accommodate Townes of

Wakefield (TOW) resident ability to walk to the Braddock Road bus stop. It should also consider installation of a foot bridge over Braddock Road to provide TOW residents, Glen Park Drive residents & commuters, and park & ride commuter pedestrian safety when crossing over six lanes of traffic.

5. A major problem on Braddock Road, in its present configuration, is with the right hand lane going west. Motorists seeking to speed their commute, especially during the PM rush hour, often use the right lane as a passing lane and tear through the intersection of Braddock and Wakefield at excessive speed causing accidents with those exiting Wakefield going either east or west. This should be addressed in the plan as it is a major problem for the county.
6. If the county proposes closing the Glen Park Road motor crossing on Braddock Road, as has been considered in the past, this could cause significant problems for TOW residents. The cars using this exit to Braddock east would be rerouted to Wakefield, adding to southbound traffic on Wakefield Chapel Road past TOW.
7. The study should include different phasing options. For instance, increased AM eastbound volume on Braddock Road before completion of all I-495 access improvements could further aggravate current conditions
8. Construction delays during the first phase of the project will tend to divert vehicles using Braddock Road to seek alternative routes. One of the most commonly used today involves using Queen Elizabeth (with various entrances and exits) as an alternative to Braddock Road. These diversions would add even more cars onto Wakefield Chapel Road, and pass by the TOW entranceway (Stahlway Lane). The county, VDOT and police should add this problem to the mix for ultimate design of the Wakefield Chapel/Braddock Road intersection.
9. The study should also include the impact of NOVA-student street parking on both sides of Wakefield Chapel Road. This parking has created unsafe vehicular and pedestrian conditions as well as bottlenecks in the AM and PM hours.
10. The study should include AM northbound and PM southbound trips on Guinea Road and predictions of volume reductions/increases created by the various build out alternatives.
11. The study alternatives should include addition of one I-495 northbound express lane only
12. The study alternatives should include addition of two GP lanes in both direction only
13. The EIS suggested above should include cost/benefit analyses of all design alternatives
14. The study/EIS should incorporate evaluation of all county's Transit Development Plan recommendations for this corridor not already covered by the study
15. The GP only/HOV 2/HOV 3/HOT lane and no-build alternative evaluations should be included in the EIS
16. A no-build alternative should also be examined for the projected parking/transit center
17. Where can the HOA obtain a copy of the Braddock Road/ Wakefield Chapel/Dansbury Forest Drive corridor study?

18. The neighborhood travel survey should include all modes of transportation and ultimate daily destinations (including current bus park and ride locations, VRE terminal, Washington Metro). The survey should include commuter transportation mode preferences once all improvements are completed to enhance accuracy of projected AM/PM traffic volumes
19. The study should include extension of the riparian trail through Canterbury Woods Park to the trail running along the north side of Braddock Road connecting Canterbury Woods community, Canterbury Park and the athletic field between TOW and Glen Park Road.
20. The study should include extension of the Braddock trail through the Glen Park Road athletic field and connection to the trail across the bridge and on up to the county community center entrance.
21. The study should include evaluation of the need for improvement to the above trails to accommodate increased pedestrian and bicycle traffic with safer crossing to points on the south side (i.e. Kings Park commercial center), bus stops and Port Royal commercial center. Finally feeder routes onto the trails should be provided for bordering communities.
22. The study should include the determination of need for extension of sidewalks along both sides of Braddock Road where there are none for the safety of residents to walk to bus stops, to the Ravensworth Shopping Center, and to Wakefield Chapel Park.